

SUBDIVISION COMMITTEE
Regular Meeting -- October 4, 1965

PRELIMINARY PLANS

C8-64-69 Wallingwood, Revised
Barton Skyway

The staff reported that this subdivision is located at Barton Skyway and Bee Caves Road. It is classified as urban with 65 acres containing 126 lots, and is a proposed residential and commercial subdivision.

The staff reviewed the departmental comments as follows:

1. Water and Sewer Department - Approach main approximately 1750 feet in length will be required to provide water service. Sanitary sewer approach main approximately 3000 feet in length in Barton Creek required for sewer service. Approach main is presently being designed by the City. Sanitary sewer easement required on Lots 1, 32, and 58, Section One. Request that "Park and Drainage Way" be changed to read "Park, Drainage Way and Sanitary Sewer easement."
2. Electric Department - O.K.
3. Storm Sewer - Easements as shown will require further study to determine if proposed widths are adequate. Additional easements may be required.
4. Public Works - Change name of Campbell Drive and Wallingwood Drive. Suggest name change on Silver Creek Circle, Recommend change in intersection of Barton Skyway and Mo-Pac Boulevard, South. Present layout not satisfactory. Smokerise Drive should be changed either by name or layout.

Planning Department Comments are as follows:

Mr. Osborne, Director of Planning, stated that this subdivision goes back to the original Wallingwood Subdivision which is bounded on the east by Barton Creek. The general nature of the question being raised is one of the relationship and extent of public property or parkway running along the creek and its relationship with private property. Most of the planning problems, other than this particular one, have been resolved. Streets and

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other matters can be resolved at a later time. A letter to the City Planning Commission and City Council has been received from the Parks and Recreation Board and is as follows:

"On September 28, 1965, the Parks and Recreation Board discussed the Wallingwood Subdivision plan with Mr. Hoyle Osborne, Director of City Planning, and Mr. Tom Bradfield, subdivider. The plan is to be submitted to the City Planning Commission's Committee on subdivisions on October 4, 1965.

Believing that the Barton Creek drainage area west of Zilker Park is one of the most naturally beautiful areas in Central Texas, and having been advised that this area is being considered for sub-division, the Board intends to make a recommendation which we believe will assure maximum enjoyment of this area for both the private home owners in the area and the general public.

The Barton Creek drainage area from Zilker Park west is shown on the Master Plan as a Green Belt. We believe that it would be of inestimable value in the future if this area can be developed as a Parkway. A scenic roadway separating the private development from the public area would assure this area of reaching its fullest potential by permitting the maximum number of persons to enjoy this scenic area from automobiles or on foot. If this is possible, we believe the costs of purchasing these acres as indicated by Mr. Bradfield are justified. (We are assuming that Open Space funds can be utilized and a favorable time arrangement made.)

If the Green Belt is to be restricted to foot traffic only and the Green Belt's traffic would be forced to view the back yards of the adjacent lot owners, we would hesitate to recommend the purchase of this acreage. If this area is planned in such a manner as to attempt to restrict this creek bed for the exclusive use of adjacent lot owners, we predict that there will be a chronic problem of trespassing through the private yards due to the common property line existing with Zilker Park. Flooding will prevent adequate fencing and persons will proceed out of the park area and up the Creek as they have always done."

Mr. Osborne stated, for clarification purposes, that parkways are generally construed to mean a location through which there is a roadway. A green belt may or may not include a parkway. The City owns a strip of land, including Barton Creek, along the easterly edge of this subdivision, and extending southerly to a point in the vicinity of Camel's Hole. The Girl Scout hut is located just within the park area and just below the fence adjacent to the northeast corner of this subdivision. The Park and Recreation Board recommendation is generally that a roadway should be developed jointly between the private developer and the City along this area. Because of a

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draw, the road would have to swing out and then come back and gradually be pulled a little farther from the roadway shown on the plan. The road could be shifted slightly so that the road will follow more or less a boundary between the proposed parkway area and private development. The City is in a position to participate in the development of a roadway, but has not been authorized to give any statement concerning acquisition except for fairly limited purposes, for a green belt or hike and bike trail. The green belt or hike and bike trail would extend southerly from the end of the presently owned public property to a point at the southeast corner of this subdivision and beyond.

Mrs. Dickson asked if this proposal would allow lots on the sides of the park. Mr. Osborne stated that the lots would be generally backing to the park area. There would probably be an access point off of the cul-de-sac shown as Silver Creek Circle. Mr. Bradfield commented that Mr. Williams had said he thought that ideally where a road would actually give access to the park area may be all right, but if the road was on the side of a bluff and would not give access, it would be impractical. Mr. Kinser stated that there is a bluff just before Camel's Hole and the road would have to go over the bluff. Mr. Osborne stated that this would all be above the flood line which is approximately 475 foot elevation, and then the road would have to go back on top of the bluff at the steep point. There is a large draw to the southwest of the Girl Scout Hut which extends onto the City property. It is 30 or 40 feet deep and the roadway would have to go around this. Mr. Kinser asked if a roadway could come up the creek because it would be cut off from both sides by the high bluffs. The road would have to go up a steep bluff to get away from the creek. Mr. Osborne stated the problem is that instead of a depth of approximately 50 or 70 feet, there would probably be a depth of 200 or 300 feet through portions of this area which would have to be acquired.

Mr. Kinser stated that he is of the opinion that a hike and bike trail would be more suitable in this area than any place around Austin, but he didn't see the feasibility of putting in a road unless it is back from the creek, as there is a bluff that comes in from the southeast and one from the northwest.

Mr. Osborne stated that the creek rises 20 to 30 feet at times but it would be a very desirable thing if a parkway could be provided. In this case, the road cannot be put near the creek because it is fairly subject to flooding.

Mr. Lewis stated that he was in favor of a green belt being provided, but felt that a compromise might be worked out where the building of the road could be accomplished at some future date.

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Mr. Osborne advised that this would be true if the situation were different, but there is a strip of land that the City cannot develop. It would be almost impossible to put in a roadway on that narrow strip. The alternative would be to acquire additional land.

Mrs. Dickson commented that the land is available to be bought from the Bradfields, so it is just a matter of whether it is practical to buy just that part which would be drainage and have private lots backing up to the public area. Because of the advantages of Zilker Park, there would ultimately be a good deal of foot traffic out of the park, walking through the backyard of these lots. The question is, what is the practical amount to purchase? There should be a plan so comprehensive that it would be eligible for participation under the Urban Land and Open Space Program offered by the government which would benefit the total community and provide for preservation of scenic areas. The most desirable thing would be to have a parkway which would have a scenic drive along the green belt and leave Zilker Park proper and would later become an extension of Zilker Park. Once started, this could move south and west for many miles and be a real enjoyment for the future citizens of Austin. This is an area where every possibility of recreation should be explored.

Mr. Osborne indicated that in the meeting with Mr. Bradfield last Friday, he had generally agreed that there would be an amount of land of more or less 50 feet above the flood line. The back of the lots would not come down to the flood line and the green belt would be subject to flooding.

Mr. Kinser said that if the City, Parks and Recreation Board and City Council think that there is a need for the road, then the City should buy the land all the way up the creek.

Mr. Wroe advised that he would be against any public land which would not be accessible by a roadway for police protection.

Mr. Barrow stated that he attended this meeting because he considers this a matter of great importance. This is the first development along this creek that the developers will be doing. What is developed here will have a bearing on what is done all along the creek. When the Master Plan was approved, one of the provisions was that the City should provide green belts outside the present city limits. There is no question that this area lends itself to a green belt. Interest has grown in this since the first preliminary plan was considered. Every effort should be made to increase the amount of land for green belts before a subdivision is developed. The subdividers are very good, and they should give a little time to consider the best possible development. There are only a certain number of scenic places like this and Austin is fortunate to have them. The best ones should be selected and acquired in order to preserve them. If the street in this property is affected, it should be taken into consideration. The development of scenic areas

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should be preserved and made into parks for the citizens of Austin to enjoy. There is an acute question of what the City can afford to do and what should be acquired, but this is the very best possible opportunity to acquire more land. The federal government participates in this sort of development and they will be more apt to participate in a large green belt rather than a narrow one. This should be considered in the right manner.

Mr. Bradfield commented that they are sensitive in this particular instance to the needs of the City for green belts in time to come and have gone to great length, planning wise, to set up an area along Barton Creek which the people of Austin may enjoy in the future. This is not just a little area which adjoins the present subdivision, but is approximately six miles of Barton Creek area. The Bradfield ownership extends beyond the limits of this map. It does terminate for a distance of approximately 1200 feet and then takes up again and extends on up the creek for another mile or so. The plan is for a street that will continue around and up through the great draw area back in and along the tremendous scenic views above the creek. It will be a scenic road that will scope the town. There will be areas where an unobstructed view of town will be there for the driving public to enjoy. There are other areas which are densely wooded where proper access should be made. The proper development in this green area would be to keep traffic roads out. The tranquility and quietness would be destroyed by well traveled roads. The proper way to develop the whole area is a long parkway, little foot bridges along draws, with access to the main streets. It is the dream that in years to come, the development will proceed up the creek and finally tie back into Zilker Park. The whole area is undisturbed with great trees, native shrubs, game and everything that anyone could want in a sanctuary area, if it is not destroyed or abused by a street abutting it. There are many areas along the road where there will be fantastic unobstructed views. It is agreed that the park area should be the flood plane area plus an additional area, that would be mutually agreed upon with the City, that would not be subject to back floods. The additional area would be above the line of great stacks of driftwood. The purpose was to establish this line so that the additional area could be above that point. There seems to be approximately 15 acres of land, at most, affected by this area. If the government will offer assistance and participate in half of the cost, and if it should work out that this land is worth \$1,000 a acre, if it is turned over to the City, the City's participation would only be \$7500. It will take the proposed development possibly three years to get where Barton Skyway crosses the creek. It would be reasonable to expect the City to acquire a third of this per year. If that is not suitable, then something else could be worked out as the payment of the money is not important. We would like to know if the City wants the area, and if they do, we would like for them to acquire it on terms they think is proper. It has been determined that the very best use of the Barton Creek area is as outlined. It should be a place of tranquility and peace and quiet.

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Mr. C. O. Smith from Parks and Recreation indicated that if the area is looked at with the roads already in, it would be found that as you drive down the green belts, the most desirable lots would be the ones that front onto the parkway. If the roads were put in, there would be a premium for the lots fronting on the green belt. These roadways are sometimes just one-way streets developed on each side, and sometimes they are double lanes. They are not conducive to through traffic. The idea is to preserve a quiet place where people could drive by and observe the views. This particular area is pretty well undeveloped as such and there could be a one-way system from Barton Skyway, leading into Robert E. Lee Road, with Mo-Pac carrying the traffic. There is real concern about the future. When the City has a million or more people, these areas, if not developed now, will not be so readily accessible. The park road should be considered and the City should be given a chance to work out something that would be to the best advantage for the City and the private developer.

Mrs. Dickson said that it is most gratifying to have so many people of the right mind to try to achieve the best planning for areas like this. This is just talking about a few acres now, but it might become a considerable financial burden. The City may need to buy on ahead of this in order to get participation from the government program.

Mr. W. L. Bradfield advised that if there was a street along the edge of the bluff, in order to preserve the area to the north, which is to be reserved for a business in the future, cul-de-sacs could be brought in. There was an analysis made of this and it was found that this sort of a plan would result in the loss of 10 lots which is approximately 25 per cent of the lots that are planned in this area. We certainly do want to go along with the City, but it should be realized that their layout would result in a large loss. If this can be taken into account in the negotiations with the City, that would be fine.

Mr. Kinser stated that it appears to him that the City developers are stymied and before they can proceed with any accuracy or progressiveness, the City will have to decide what they want and what they are willing and able to buy.

Mr. Barrow stated that there should be more time to present this to the City. Over a period of time, areas like this will have more value for intense development than they would have for retail development like that proposed. The lots in that area would be very valuable with a park in front, and the ultimate value to the land would not be damaged.

Mr. Kinser asked if the Bradfields and City could get together between now and the full Commission meeting and get a statement from the Council as to how they feel about purchasing the land at anytime in the future, as it would not be fair to hold the developers up for 5 or more years.

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Mr. Osborne stated that the City is in the process of designing a sewer line up Barton Creek in order to serve all of this area. A tentative schedule is to begin on that this winter. There has been no attempt to hold up any developer in that area.

Mr. Wroe asked if there has been any discussion of flood control on the creek in connection with this development?

Mr. Osborne stated that there are plans to try to prevent the washing out of Barton Springs but not from the standpoint of dams. It appears the volume of water is so large that dams would not work, as they would not hold enough water to prevent flooding.

Mr. Jackson inquired if this road could be built, making a parkway road from the end of the City land down to Barton Skyway? Part of this is accessible from the Barton Springs area if that road is built along the bluff line.

Mr. Bradfield explained that there is a precipice along the cul-de-sac and a road could not be put down the mountain side.

Mr. Tom Watts, engineer, stated that the whole design has been based on the location of Barton Skyway. When it was first considered, it came into a general location on the ground which becomes pretty serious. It has been moved over into a series of draws where the grades flow. This is a much better location than the first proposal. This was then used as a basis to move Smokerise Drive over whereby the roadway falls within a draw that makes both sides of the street accessible.

Mr. Bradfield indicated that they are asking for preliminary approval on Section One only. The area of controversy will be in the next section.

Mr. Smith commented that there are no access ways into the park. There should be some access so that people can get to a hike and bike trail.

Planning Department comments are as follows:

1. The location of Barton Skyway at Barton Creek must be agreed upon by this developer and the owners to the east.

Mr. Isom Hale looked at this plan and discussed the location as to the actual crossing. This plan proposes to shift the location of the creek crossing. The location on the east side has been approved. Mr. Hale, in reviewing this, stated that he had full authority to make comments and the location as proposed by the Bradfields would be satisfactory to the owners. Further indications by Mr. Rountree reveal each of these owners will be required to participate in the cost of that structure. This will have to be worked out with the City.

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2. Additional right-of-way is required to widen Columbus Drive.

Columbus Drive is a dedicated street with inadequate width along the north boundary and is used as access into Zilker Park. Additional widening is needed to bring it up to the proposed right-of-way of 60 feet.

3. There are variances involved. Variances are required on several block lengths as they exceed the 1200 foot maximum length.

The variance is recommended due to the topography problems.

4. Variance required on the radius of Veranda Cove and Silver Creek Circle.

The staff recommends these variances not be granted as it is for a 45 foot radius on the right-of-way and based on the City's normal policy of maintaining a 10 foot curb basis, this would probably result in a 35 foot radius paving.

5. The staff feels that consideration should be given for additional access to Section One, over and above the access proposed.

The access proposed by the developers is Wallingwood Drive, which would terminate one lot depth away from Silver Creek Circle. In effect, there would be a long dead-end street until Section II is developed.

6. Modification required in the alignment of Barton Skyway where it intersects Mo-Pac.

Mr. Bradfield stated that a great deal of the reason for changing the location of Mo-Pac over the first preliminary is that there is no evidence that Mo-Pac is going to be accomplished anywhere this side of 15 years. This means that Barton Skyway will have to serve the area for some time and to move it further west would not serve any of the area. Mr. Bradfield also asked about the approval of the Wallingwood name. If there is going to be a problem with Public Works, their objection should be known. Wallingwood is the name that has been requested for the subdivision and a corporation has already been set up with the name.

After further discussion, the Committee

VOTED: To REFER the preliminary plan of WALLINGWOOD, REVISED, to the full Commission, pending further study with the City to try and find out if the City will be in a position to acquire any or all, or what portion of the subject area, for a parkway.

C8-64-39 Bluff Springs, Revised

Bluff Springs Road and North Bluff Boulevard

The staff requested that this preliminary plan be postponed until the next Subdivision Committee meeting as the original plan was submitted with incorrect contours. This has been corrected, but the plat has to be redistributed for departmental comments. The Committee therefore

VOTED: To POSTPONE the preliminary plan of BLUFF SPRINGS, Revised, until the Subdivision Committee meeting of November 1, 1965.

C8-65-39 A. H. Neighbors, Resubdivision

Riverside Drive at Neighbors

The staff reported that the owner of this subdivision is requesting a 30 day postponement. It was therefore

VOTED: To POSTPONE the preliminary plan of A. H. NEIGHBORS, Resubdivision for 30 days.

SHORT FORMS - FILED

The staff reported that reports have not been received from several departments and recommended the following short form plats be accepted for filing only. The Committee therefore

VOTED: To ACCEPT the following short form plats for filing.

C8s-65-127 Oak Park Subdivision, Resub., Sec. 2 and Lots 1-21, Sec. 3
U. S. 290 at Oakclaire Drive

C8s-65-131 Resub. Lots 43-46, Marlton Place, Sec. 2, Lots 26-27
Marlton Place, Sec. 1 and Lots 1 and 2, Bluffdwellers Subd.
Possum Trot and West 11th

SHORT FORMS - CONSIDERED

C8s-65-125 Allandale Square
Anderson Lane

The staff reported that this is a one lot subdivision located on Anderson Lane to the west of a 50 foot drainage easement. The lot is a portion of a 10 acre tract that was left out of a subdivision of Northtown West, which is under the same ownership. There is a letter from Mr. James Crozier, requesting a variance from requiring the balance of the tract to be a part of this platting. The staff recommends disapproval of the plat pending completion of departmental reports. The Committee therefore

VOTED: To DISAPPROVE the short form plat of ALLANDALE SQUARE, pending completion of departmental reports, granting a variance from requiring the balance of the tract being included in this plat.

C8s-65-133 Resub. portion Lots 7 and 8, Evergreen Heights, and Lot 7, J. W. Templer
Subdivision
 South Lamar Boulevard

The staff reported that this is a resubdivision of some lots in the old Evergreen Heights section, and is located between South Lamar Boulevard and Kinney Avenue, south of South Lamar Plaza Shopping Center. The north line of the subdivision is the south line of the shopping center. There is a variance involving the signature of the adjoining owner. A letter from Mr. Pat Cain states that he has talked to Mr. and Mrs. Hodges, the adjoining owners, and they have stated that they do not wish to become a part of the subdivision.

Ten feet of widening is needed for South Lamar Boulevard as it presently has 80 feet of right-of-way and the proposed plans call for a 100 foot right-of-way. The staff recommends disapproval of the plat pending completion of departmental reports and provision for the 10 feet of right-of-way needed for the widening of South Lamar Boulevard. The Committee therefore

VOTED: To DISAPPROVE the short form plat of Resubdivision portion Lots 7 and 8, EVERGREEN HEIGHTS and Lot 7, J. W. TEMPLER SUBDIVISION, pending completion of departmental reports, and the additional widening needed for South Lamar Boulevard, granting a variance on requiring the signature of the adjoining owner.

C8s-65-132 Resubdivision Lots 9 and 10, Tarrytown
 Windsor Road

The staff reported that this short form plat has complied with all requirements of the Ordinance and recommended approval. The Committee therefore

VOTED: To APPROVE the short form plat of Resubdivision Lots 9 and 10, TARRYTOWN.

SUBDIVISION APPROVAL BY POLL:

The staff reported that the following final plat complied with all requirements of the Ordinance and recommended approval. The Committee therefore

VOTED: To APPROVE the following final plat by poll:

C8-64-61 North Ridge Terrace, Section 6
 Burnet Lane and Justin Lane

ADMINISTRATIVE APPROVAL

The staff reported that eight short forms had received administrative approval under the Commission's rules.

ADMINISTRATIVE APPROVAL--contd.

The Committee therefore

VOTED: To ACCEPT the staff report and to record in the minutes of the meeting the administrative approval of the following short form plats:

- C8s-65-121 Resubdivision Lot 1, Magnolia Addition
Waller Street at Haskell Street
- C8s-65-118 Bayless Resubdivision Lot 19, Blk. B, North gate Addition
Taulbee Street
- C8s-65-126 Resub. Lots 3 and 4, Blk. P, Northtown West, Sec. 4,
Phase 1
Ashdale Drive
- C8s-65-129 Resub. Lots 6 and Part of Lot 7, Blk. S, Royal Oak Estates,
Section 2
Coventry Lane
- C8s-65-130 Adele Addition
Ledesman Road East of Lott Avenue
- C8s-65-134 Resub. Lots 28-29, Stone Gate
Stone Gate Drive
- C8s-65-116 Dorothy C. Davol Subdivision
Balcones Drive west of Edgemont
- C8s-65-128 Resub. Lots 8 and 10A, Blk. B, Delwood Terrace, Section 1
Belmoor Drive